6. It is prescribed that road safety devices would be fitted in the vehicles *viz.* direction indicators with blinkers system for vehicles, special labels on carriages carring dangerous or hazardous goods.
7. A National Road Safety Council has been set up for formulation of road safety measures. State Governments were also requested to set up State level road safety councils.
8. Strict and rigid enforcement of traffic rules and regulations.
9. Regular special drive against rash and neglegent driving, driving without driving licences, drunken driving, defective head-lights, over-speeding, over-loading etc.
10. Regular prosecution of violation through issue of notices.
11. School children are regularly imparted necessary training/ educations in the schools about the rules of the roads and related safety aspects by the road safety cell of Delhi Traffic Police.
12. Introduction of blinkers/signals at accident prone areas.
13. Prosecution through Radar Guns.
14. More Police presence in accident prone areas.
15. Special morning drives and night mobile patrolling.
16. Use of Doordarshan/AIR/Press for giving wide publicity on road safety.
17. Painting of bus boxes, yellow boxes.
18. Special night checking on Highways.
19. Special Drive against buses, HTVs, TSRs, Taxis etc.
20. Painting competitions and other road safety activities are being organised by Road Safety Cell to inculcate the sense of road safety among various road users and children.

Losses incurred by DTC

442. SHRI RAM DAS AGARWAL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the reported loss of Rs. 200 crores for the current financial year incurred by the D.T.C. is the highest as compared to Bombay, Madras Public Transport Systems;

(b) whether it is also a fact that whereas the populations of Delhi had increased by 16 lakhs during the last four years but the number of D.T.C. buses declines by 700 and out of the present fleet of 4,800 buses, 42 per cent are overage; and

(c) if so, what are the reasons therefor and what steps Government have taken so far to improve the present state of DTC?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) There has been a marginal increase in the number of DTC buses, but not to the extent required by population growth. As on 30.10.1992 DTC had 41.57% overaged buses in its fleet.

(c) Due to inadequate financial resources, it has not been possible for DTC to replace its fleet to the required extent.

Government have been continuously monitoring the performance of DTC with a view to improve its functioning. Increase in fuel efficiency and tyre life, reduce break downs by better maintenance practice and economy in expenditure have been some of the measures regularly being undertaken. Plugging leakage of revenue is another measure which DTC undertakes through effective checking. To provide fast and comfortable travel facilities to the commuters, DTC have introduced Green-Line Service on a higher fare structure. Route rationalisation is also being undertaken by DTC to reduce losses due to un-economic operation.

दिल्ली की परिवहन प्रणाली में सुधार

443. **मौलाना ओबैदुल्ला खान आज़मी**: क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) दिल्ली में रेड-लाइन सेवा की कितनी बसें अब तक किस-किस रूट पर लगाई गई हैं

(ख) दिल्ली की परिवहन प्रणाली में और सुधार लाने तथा राष्ट्रीय राजधानी क्षेत्र में बेहतर बस सेवा उपलब्ध कराने के लिये सरकार द्वारा लागू की जाने वाली योजनाओं का ब्यौरा क्या है; और

(ग) रेड-लाइन बसों की समय-बद्धता के संबंध में क्या स्थिति है?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर): (क) 19.11.1992 की स्थिति के अनुसार दिल्ली में 1007 रेड लाइन बसें लगाई गई है। रूटों के ब्योरों से संबंधित सूचना एकत्र की जा रही है और उसे सभा पटल पर रख दिया जाएगा।

(ख) यात्रियों की मांगों को पूरा करने के लिए दिल्ली प्रशासन निजी प्रचालकों को 3000 स्टेज कैरिज परमिट देने की स्कीम को कार्यान्वित कर रहा है। लक्जरी बसों के लिए 100 परिमिट देने की स्पेशिल स्टेज कैरिज परमिट स्कीम के अंतर्गत दिल्ली प्रशासन निजी प्रचालकों को 82 परमिट दे चुका है। इस स्कीम के अन्तर्गत 100 परमिट और दिए जाने का भी प्रस्ताव है। यात्रियों को तीव्र गति वाली और आरामदायक सेवा सुलभ कराने के लिए दिल्ली परिवहन निगम ने 4/- रु० प्रति यात्री, प्रति यात्रा के उच्चतर किराए ढांचे वाली ग्रीन लाइन सेवा शुरु की है। राष्ट्रीय राजधानी क्षेत्र में बस सेवाओं में वृद्धि करने के लिए दिए जा रहे परमिटों की संख्या को बढ़ाने हेतु अंतर्राज्यीय करारों के संबंध में भी पुनः बातचीत की जा रही है।

(ग) राज्य परिवहन प्राधिकरण, दिल्ली ने परमिटों में इस आशय की शर्तें निर्धारित की हैं कि परमिट धारक बसों को अनुमोदित समय-सारणी के अनुसार और दिए गए रूट पर चलाएंगे और वे यह सुनिश्चित करेंगे कि बसों का प्रत्येक ट्रिप, उसके लिए निर्धारित समय के अंदर चलाया जाता है।

Improvement in Bus Services Operating from South Delhi

444. MAULANA OBAIDULLAH KHAN AZMI: Will the Minister of SURFACE TRANSPORT be pleased to refer to answer to Unstarred Question 2245 given in the Rajya Sabha on the 29th July, 1992 and state:

(a) whether it is a fact that DTC route Nos. 252, 336 and 338 are also operating from South Delhi to East Delhi;

(b) if so, the number of trips missed on each route during the last three months and what were the reasons therefor; and

(c) what efforts have been made to effect improvement in the bus services?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) No, Sir. Route Nos. 336 and 338 are operating from East to South Delhi i.e., Vivek Vihar to Vasant Vihar and Mayur Vihar to Chankya Puri Terminal respectively. Route No. 252 has been discontinued with effect from 31.8.1992 due to low patronage. The details of the missed trips from August to October 1992 are as under:—

Route No.	Trips	
	Scheduled	Missed
336	2910	94
338	4392	434

Missing trips were on account of break down due to overaged fleet and late running due to late-outshedding and traffic congestion.

(c) Operational position of these routes are monitored at regional as well as depot level to ensure the regularity and the punctuality of buses. The road supervision has been intensified to reduce the dislocation of services as far as possible.

National Highway Linking Thiruvananthapuram with Ambasamudram

445. SHRI S. K. T. RAMACHANDRAN: Will the Minister of SURFACE TRANSPORT be pleased to state whether any survey has been conducted or proposed to be conducted for the construction of a New National Highway linking Thiruvananthapuram with Ambasamudram (Nellai Kattabomman District) in Tamil Nadu in view of the fact that Tuticorin, a major harbour in the east coast would have quick access to the southern districts of Kerala?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): No, Sir.

राजस्थान में राष्ट्रीय राजमार्ग

446. **श्री शिव चरण सिंह**: क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) राजस्थान में राष्ट्रीय राजमार्गों की कुल लम्बाई कितनी है और वहां के क्षेत्रफल की तुलना में उनकी लम्बाई कितनी होनी चाहिए;